

# North Devon Council Greenhouse Gas Inventory 2020/21

## Company Information

North Devon Council (NDC)  
Brynsworthy Environment Centre, Barnstaple Devon EX31 3NP

## Reporting Period

1st April 2020 to 31st March 2021

## Reasons for Change in Emissions

This is the second time that an organisational greenhouse gas (GHG) footprint has been undertaken for the organisation following this method.

There was a decrease in Scope 2 emissions from 2018/19 to 2020/21 as a result of the pandemic lockdowns, and the closure of several public buildings. This calculation is also affected by the increasing amount of renewable electricity generated in the UK, and corresponding decrease in tCO<sub>2</sub>e associated with this sector.

There was a very significant increase in Scope 3 emissions from 2018/19 to 2020/21 of nearly 4,000 tCO<sub>2</sub>e. This is because the carbon footprint of the Council's procured goods and services were included in the 2020/21 footprint.

The 2018/19 footprint included a calculation of the carbon footprint of the Council's commuting mileage. This was based on UK average journey length in average car with unknown fuel. This was excluded from the 2020/21 footprint as it is a very crude way of measuring the carbon impact of our commuting, and for significant amounts of the year staff were working from home.

## Quantification and Reporting Methodology

The quantification of emissions has been undertaken in accordance with Chapter 3 of *HM Government 2019, Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance*.

The *2020 UK Government GHG Conversion Factors for Company Reporting (version 1.01)* were used in the calculations.

## Organisational Boundary

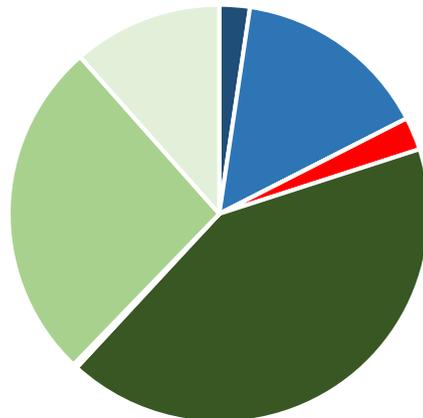
The financial control approach has been used.

## Operational Scopes

Scopes 1, 2 and certain Scope 3 emissions (as described in the detailed inventory) have been measured in metric tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e).



**2020/2021 GHG Emissions by Category**  
 (Scope 1 = blue, Scope 2 = red, Scope 3 = green)



- 1. Stationary combustion
- 2. Owned transport
- 3. Process emissions
- 4. Fugitive emissions
- 5. Electricity
- 6. Purchased material and fuel
- 7. Transport related activities
- 8. Waste disposal
- 9. Leased assets and franchising, outsourcing
- 10. Sold Goods and Services

## Base Year

The base year is taken as 2018/2019.

**Impact of the Covid-19 pandemic lockdown restrictions.** On 23 March 2020 the UK government ordered everyone to stay at home as a response to the Covid-19 pandemic. Other than essential workers all UK residents were restricted to their homes, excepting the purchase of food, or essential trips, such as attending to medical needs. Children were home-schooled, many people worked from home, whilst many more were furloughed. Restrictions were eased during Summer 2020, but a second lockdown was issued on 31 October 2020 in England, then eased again over Christmas 2020, with a third lockdown being issued on 6 January 2021 in England. Full restrictions were lifted on 19 July 2021. To date, many people continue to work from home. The impact of this will have been a significant drop in carbon emissions for this period. For example, staff travel for business is very low compared to previous years, as is energy use in some of our public buildings such as Barnstaple bus station. We understand this is an extraordinary reporting period, and that it's likely that we will see an increase in carbon emissions in the next year.

## Targets

North Devon Council has committed to achieving net zero emissions by 2030.

## Intensity Measurement

Emissions have been quoted in absolute terms only.

## **External Assurance Standard**

None.

## **Carbon Offsets**

No carbon credits have been purchased.

## **Detailed Inventory**

Emissions by type and in detail measured in tCO<sub>2</sub>e are shown in the inventory below.

### **Scope 1**

Scope 1 includes four emission categories. The assumptions made for each of these were as follows:

1. **Stationary Combustion:** Emissions associated with combustion of fuels in stationary equipment (typically boilers in buildings). This includes owned buildings including leased out buildings as these are on an Operating Lease. Data was available for a number of sites either in terms of fuel use, in kWh for gas, or litres for oil. The fuel consumption was converted to emissions using the GHG conversion factors.
2. Emissions associated with mobile equipment, typically transport equipment e.g. waste collection vehicles, maintenance vans, LA owned cars etc. The calculation is based on distance travelled, and type and size of vehicle.
3. **Process Emissions:** Waste collection is part of the Council's obligations – those emissions are included within transport based emissions (2. Owned Transport). Waste processing is a function of upper tier authorities and so are out of scope for second tier authorities. There are no other process emissions.
4. **Fugitive Emissions:** Emissions associated with refrigerant leaks from cooling equipment. NDC provided leak tests from a number of cooling systems, none of which identified any leaks, and so has been taken as zero in the footprint.

The results are shown in the Table below.

No.	Category	2020/21
<b>SCOPE 1: Direct GHG emissions and removals</b>		<b>1354.33</b>
1. Stationary combustion		181.46
1	BEC Workshop Heating Oil	1.27
1	BEC Generator Tank Heating Oil	25.47
1	Barnstaple Bus Station	0.22
1	Ilfracombe Harbour	0.00
1	Boyton (Rev) 2685	0.00
1	North Devon Cremator/Chapel	154.51
2. Owned transport		1172.87
2	Works Recycling Waste Vehicles	1161.75
2	Brynsworthy - other	no data
2	Car parks spend on diesel from service stations	11.12
2	Works vehicles spend on petrol from service stations	no data
3. Process emissions		0.00
3	Not Applicable	0.00
4. Fugitive emissions		0.00
4	NDC Cooling systems	0.00

## Scope 2

Scope 2 includes one emission category. The assumptions made were as follows:

5. Electricity: Emissions associated with purchased electricity. This includes owned buildings including leased out buildings as these are on an Operating Lease. Data was available for a number of sites either in terms of kWh consumption or spend (£). In those cases the spend was converted to kWh using BEIS typical fuel costs for the period (assuming a “small” consumer). The fuel consumption was converted to emissions using the GHG conversion factors.

The results are shown in the Table below.

No.	Category	2020/21
<b>SCOPE 2: Energy GHG indirect emissions</b>		<b>196.99</b>
5. Electricity		196.99
5	Museum of North Devon	23.04
5	Barnstaple Bus Station	3.31
5	Tarka Tennis Centre Car Park	1.68
5	Ilfracombe Harbour	7.70
5	Woodlands Enterprise Centre	2.73
5	Barnstaple Pannier Market	7.54
5	Brynsworthy Environment Centre	103.93
5	Closed Circuit Television	0.00
5	Lynton House Accommodation	9.87
5	Marlborough Road Cemetery	0.01
5	Public Conveniences (indv assets)	8.66
5	Boyton (Rev) 2685	0.00
5	North Devon Crematorium site	25.16
5	The Square, Barnstaple (Fountain and lights)	0.89
5	Landmark, Ilfracombe (Putting green & lights)	0.58
5	Ladies Mile, Rock Park, Barnstaple	0.17
5	Pay & Display, Fair View, Barnstaple	0.03
5	Community Supply, Seven Brethren Bank	1.53
5	Runnymede Gardens	0.09
5	Ilfracombe Yacht Club	0.07
5	Bear Street Cemetery	0.00

### Scope 3

Scope 3 includes five emission categories. The assumptions made for each of these were as follows:

6. Purchased material and fuel: Information taken from invoices and spend was allocated to a SIC product category and goods or service. Only product categories where spend was on goods are included. Well to Tank (WTT) emissions from fuels and processes were calculated from all the other sections in the inventory with the exception of sections 3, 4, 8, 9 and 11.

7. Transport related activities: Emissions from grey fleet, business travel and commuting. Grey fleet emissions (where cars are owned by employees and costs claimed back via expenses) were calculated based on mileage claims with the assumption that journeys were in an average car with unknown fuel. No data was available regarding commuting or business travel mileage (road/rail/air) and so these emissions were excluded from the footprint.

8. Waste disposal: Emissions associated with disposal of the Council's own waste e.g. from its offices (as opposed to waste produced by constituents). Data on water treatment was calculated on the basis of South West Water's 5% Non Return to Sewer Allowance. I.e, 95%

of water supplied is considered to return to sewers. No information was available regarding other waste production and so these emissions have been excluded from the footprint.

9. Leased assets and franchising, outsourcing: Information taken from invoices and spend was allocated to a SIC product category and goods or service. Only product categories where spend was on services are included.

10. Sold goods and services: Fuel sold (red diesel) at the harbour was included in the footprint, and calculated based on the measured volume of fuel sold for the period. No other sold goods or services were identified.

The results are shown in the Table below.

No.	Category	2020/21
<b>SCOPE 3: Other indirect GHG emissions</b>		<b>6207.74</b>
6. Purchased material and fuel		3246.19
6	WTT Emissions	749.41
6	Water Supply	3.70
6	Procured goods	2493.08
7. Transport related activities		19.19
7	Business Miles	19.19
7	Commuting Miles	not calcd
8. Waste disposal		7.32
8	Waste water disposal	7.32
9. Leased assets and franchising, outsourcing		2043.93
9	Procured Services	2043.93
10. Sold Goods and Services		891.11
10	Red Diesel Harbour (not used by NDC but sold to boat owners)	891.11

#### Net Footprint

As well as the headline gross footprint, the net footprint can be reported as a secondary output. This can include reductions in GHG emissions associated with the generation of renewable energy, and the purchase of carbon offsets.

North Devon Council does not generate renewable energy at any of its sites, and has not purchased any carbon offsets.